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GO TO CHUBB'S

Occidental Restaurant
HEADQUARTERS

OYSTERS.

We are the sole agents of this district for Geo. F. Chubb's Occidental Restaurant and can supply you with oysters in quantity and price. Write for the prices.

PIPES.

Geo. F. Chubb's new complete and well known line of pipes, and all the latest styles of smoking pipes, and all the latest styles of smoking pipes, and all the latest styles of smoking pipes.

TOBACCOES.

In Tobaccoes we have all the leading brands of chewing and smoking tobacco, and all the latest styles of smoking pipes, and all the latest styles of smoking pipes.

CIGARS.

We have the largest and best stock of the most and imported Cigars in the city, and in which we will not be undersold.

CIGARETTES, CIGARS, TOBACCO, AND ORDERS.

Smoking the best style. Everything Fresh.
P.S.—To the Ladies—We have the only Ladies' Cigarette in the City with a price one cent less than the best.

GIVE US A CALL.

MRS. E. CHUBB,

Occidental Restaurant,
10th Street, South Forks.

STRAYED

One of the N. W. 1/4 of Section 10, Township 15, Range 10, has been strayed. The owner can have same by proving property and paying expenses.

S. E. RABE,
Solicitor.

Carberry.

A Prosperous Town—Its Birth and Development.

Carberry has a history, but like most other places of any note in the Canadian Northwest excepting Winnipeg, The Portage, Calgary, Qu'Appelle, Minnedosa, Rapid City, Prince Albert, Battleford, Edmonton, and one or two other points, that history dates from the construction of the C. P. R. through their location. Although the town proper had its present name from the date of its first building, if some of the speculators, of which the country was full, when the C. P. R. stations were being located, had their way, there would have been no Carberry to this day, the town would be called De Winton and would be located a mile or so to the east of the present place.

At the time the C. P. R. was being graded west of the Portage and stations were being located, that well known character General Rosser was in the prime of his prestige with the C. P. R. officials, and was at least on friendly terms with Supr. Stickney of line line, and A. W. Ross, the celebrated booster, some people were of the opinion that the understood one another well in all matters of probable speculation. About this time also in November 1881, T. G. Ferris, of the Portage, having learned of the fortunes that were made in town sites at other places, whether real or imaginary, got it into his head he must be a millionaire through a town site also, and he purchased the bulk of a section a mile east of the present Carberry, Mr. G. B. Murphy, at present one of Carberry's wealthiest business men, having secured the rest of the section before him from a Mr. Muir, near High Bluff, a point 6 miles east of the Portage, and on that Rosser, Stickney & Co., were going to locate the station. The actual location of the road was at this time at Austin, and as the Princess Louise and suite were at a western tour nothing was more natural than that the station should be named after members of or attaches of the party. Accordingly the station at this celebrated point was called after Sir Francis De Winton, Austin, Sidney, &c., monopolizing names of others of the company. Shortly after Rosser, A. W. Ross and Co. located the town site of Brandon. They wanted to secure the McVicar property at Grand Valley, but McVicar also caught the contagion, and would not sell for a low enough sum for the speculators, and they moved farther west, locating Brandon where it is. It is supposed Ferris arranged to move up with Rosser, if the latter located the station at De Winton, and the proposal was satisfactory. At last, however, a survey of the farm into town sites and sales were being made. Murphy succeeded in selling enough to let him out with some thousands, but Ferris was less fortunate, as an evil spirit appeared upon the scene. Some material for the depot was landed there, but the C. P. R. Co. were not satisfied with the whistling of speculation in their officials they resented, and the services of Rosser and Stickney were dispensed with, and Eggar and Van Horne appeared upon the battlefield. They announced for the benefit of settlers no stations west of the Portage were located by the company but Battleford and Sidney. This was in February, 1882. In the interval, however, Mr. H. A. Perley, the present postmaster, had put up a building, in Sept. 1881, secured the appointment of postmaster from F. O. Inspector McLeod. Up to that time the nearest postoffice was at Fairview, about six miles north of Carberry, and the mail routes were to the Portage by train, and thence via Minnedosa to points west, Fairview being served from Minnedosa once a week or so. H. Perley, had his first mail in Oct., 1881, by construction train. At that time Mr. Lyons, now Carberry's strongest business man, kept a general store at Fairview, and in January, 1881, himself and Smith and McCall, also at Fairview, if we are rightly informed, built branch stores at De Winton, Robert Jordan put up a boarding house and stable there; Ferris and Rosser put up a small building for a registry office, and sent up D. McGivray as registrar, who kept the office until supplanted by W. R. Black, the present registrar, in 1884, we believe. Lyons and Smith and McCall both put up small grain warehouses and bought what wheat they could get that winter, and Mr. Perley bought oats and sent them west for the railway horses at Flat Creek which was then so noted for its bad wherks, now Oak Lake. At this time also Ferris and Rankin put up a residence for the registrar, John Murphy, the late mayor of Winnipeg. Some of the town of Carberry, started a better shop there, Johnston, now a farmer and built up a nice residence in the town, and who afterwards built the Johnsons house, the first portion of the present Carberry hotel, and things in general looked well for the boomers, Ferris and Rosser. They had then sold several lots, but of course, nothing like enough to pay for the purchase price to Muir, and the company offered Ferris a handsome figure for his townsite, but he refused, believing he had the railway authorities foul because of whatever arrangements Rosser, of the company's service, had made with him. On the 10th of the following May, 1882, a construction train came along and removed the depot material lying at De Winton a mile or so east, to an old lumbered section and they put up a temporary structure there till they fully demolished the situation. Ferris would not yet sell, and in the interval a selection was made of section 30-10-13, which the company had purchased for \$32,000 from a man named Bailey, of Omenow, who had straggled the property two years before at 75 cents an acre. (The story would hardly be complete without here saying that when Bailey took his cheques for the purchase price to the Bank of Montreal at Winnipeg that institution had not cash enough on hand to pay him and he had to wait till they brought it in from Ontario.) L. A. Hamilton, now the C. P. R. Land Commissioner at Winnipeg, was then the surveyor who was employed to lay out the new townsite at Carberry, and he pitched his tent on the ground now occupied by the Dufferin hotel. The company then, to their credit it must be said, gave all who had purchased lots or had gone to expense at De Winton, lot for lot in Carberry free, and a general stampede for the new town was the result. Wise and Dalton, now prominent merchants at Carberry, had lumber on the way for a store at De Winton, and it reached there just at the stampede, and they forwarded it and built their present store, the first important structure in the place. This was in July, 1882. It was then Ferris saw the mistake he made in not selling, especially as Rosser was about \$80,000 in gold cash ahead in his speculations. A month later Mr. Ferris had orders to move the post office, which he did to its present location, where he also opened a general store. In a short time after he put up the first portion of the Western hotel which he ran in connection with his store, till 1886, and then took up the boarding house of the C. P. R. at Broadway, Swift Current, Moose Jaw and the Glacier in B. C. During the interval his store business was continued as usual, and his hotel trade until he moved to Mr. Hucklell, about two years ago. The history of Carberry is, of course, the history of the settlers in the place from that day to this.

Mr. W. D. Rosson claims to have been the first settler on the great plain to the north of Carberry. He came in in 1877 and settled at Wellwood, 12 miles north. Later on he built a mill at Auburn some 15 miles to the north, believing the all-fertile South of Rocky Mountain Railway would run through there, as the C. P. R. was to have done a short time before, and that his fortune would in a short time be made up of Auburn town lots. His wishes did not, however, materialize, and four years ago he settled in Carberry for good in the grain business, and is succeeding very well. Besides Mr. Rosson in the grain business, and who has an elevator of 15,000 bushels run by steam, Messrs. R. F. Lyons, Logan & Co., Ogilvie, and the mill people have good storage rooms.

As we have already said Mr. Lyons had a branch store at De Winton, and moved up to Carberry in 1882, where he built the largest store in the place and did the large general trade until he sold out to Mr. Henderson in 1885. He has now an elevator with 40,000 bushels capacity run by steam. His wheat buying he does a good deal in. His property dealings, and is undoubtedly the wealthiest man in the place. A year or so ago he built a fine brick residence which many think is the best in the town. The preference at any rate lies between it and one owned by Mr. H. W. White. Mr. Lyons is an energetic, pushing man and will never be unless disabled in some trading transaction, of which there is but a fair prospect. The Ogilvies also have an elevator of 15,000 bushels capacity, managed by Mr. G. B. Murphy, of whom we have spoken before, and Mr. M. is always sure to keep up his end. There is a race for a lot of grain.

Another enterprising business man of the place, also in the grain business, is Mr. R. Logan, of Logan & Co., his business was established by Wm. Logan & Co. in the early days of the place, and R. Logan was a leading spirit in it since 1883. His firm purchased from the old one some two years or so ago. In addition to wheat buying the firm carry on a general banking business, lumber dealing, having handled some 750,000 feet last season, and are agents for the Northwest Land Co. and other companies. They have command of considerable capital and must be important factors in the building up of Carberry. The partner is Mr. Crooke, of Winnipeg, also well known to most of our readers. The mill people also buy grain and have a storage capacity of some 3,000 bushels, but of them more later on.

The place is well supplied with legal light. The first in that line to locate was N. Dickie, the old stand by. He is from near London, Ont., and came to this country as many others did—to see what was to be seen—in the spring of 1882, and finally decided to locate. He was formerly a school teacher in the old province, then a law student and married at Osgoode. He first engaged in the lumbering business in the town, and in the wheat business on his own account, was the first clerk of North Cypress, appointed in 1883, was clerk and treasurer of the county of Norfolk until the wisdom of the government swept county councils out of existence. He now devotes his time to conveying and other agency business. He is a notary public, with all the term conveys. The next firm to locate was W. R. Black, a barrister from Portage la Prairie, who came within 7 votes of defeating the present Attorney General, Joe Martin, in that town in 1882. Mr. Black is the son of the late Rev. Mr. Black, one of the pioneer clergymen of this country, and son-in-law of the Hon. Senator Sutherland. He is registrar for the county of Norfolk, having succeeded McGivray in 1884. The next to locate was Mr. Gregory Barrett, barrister, son of Mr. Barrett, of the Winnipeg postoffice, and nephew of the late Hon. John O'Connor, who was for some time Postmaster-General of the Ottawa Cabinet. The last to locate in the place was Mr. J. P. Curran, barrister. This gentleman was for a time partner with the late Hon. A. M. Sutherland, of Mr. Norquay in fact, was later still a law clerk in the government buildings, and was decapitated by the Greenway Government, which circumstance he will of course kindly remember for some time. After leaving Winnipeg he located at Neepawa, but finally cast his lot at Carberry, and doubtless will not regret his decision.

STATIONERY.

The only stationer in the place is Mrs. A. J. Diebel. The business was established by her father, Mr. Jardine, about 18 months ago, the first stock being supplied from the Brandon Mail bookstore. Mrs. Diebel keeps a well assorted stock embracing all the staples and novelties in her line, and is certain to do a good trade.

JEWELRY.
Mr. Heywood, a graduate from Mr. P. E. Durs's establishment of this city, does the jewelry trade of the place, and would do it if he had ten opponents. His stock is complete in all appointments, and he is himself an excellent mechanic.

PAINTING.
Several transient men of the brush have done business here for a time, but Mr. J. S. Constance, who located here in 1883, and held the fort ever since, and gives the public the best of satisfaction in painting, kalsomining, paper hanging, &c.

(To be Continued.)

To Buy Emerson Branch.

Enquiries were made at Manitoba road circles to day lend strength to the rumor abroad a few days ago that the St. P. & M. road have an eye to the purchase of the Emerson branch from the C. P. R. The gentlemen mentioned in the dispatch from St. Paul have been stuck in a snowdrift, but they are bound to come through via this route, their principle business on this side of the line being to inspect this branch. It is understood that the C. P. R. think it hardly worth while to retain in this branch, as they only run one train a week each way between Winnipeg and Emerson, and two section men only are employed to keep the road in condition, so that it will be seen that a large amount of capital is locked up without any immediate prospect of profit for the company. If the Manitoba is anxious to secure a connection of its own with Winnipeg, the C. P. R. will sell or lease on very favorable terms. Persons interested in the Manitoba road in Winnipeg have been making strong representations of late of the benefits to be derived from a separate connection, and these influences have had much to do with the present state of the magnates. The general manager and other officials of the road will only make a short stay in the city, returning via Regina.

Mr. H. Meredith returned from his trip east on Sunday.
City Treasurer McMillan is the happy father of another embryo Grit voter.

His honor Lieutenant Governor Schulte fell out of a cutter Monday morning, and broke an arm.

Mr. Adams is fixing up the store lately damaged by fire under Mr. Gilchrist, in first class order.

Thos. Green, the Brandon butcher, has opened a pork packing business in the basement of the Grand Central hotel.

J. A. Christy has purchased 31 lots on the flats near his new mill, from the N. W. Land Co., for \$10,000, for a lumber yard.

The wheat business is pretty well over for the season, as only about 1,000 bushels were sold. The highest price paid for the week was 95 cents.

Our city carlers are sitting things, busy in order to see which rink will secure the four cups to be presented by Mr. Dely. The cup is present numbers about two members.

Dr. Spencer's horse ran away on Tuesday, throwing the doctor under the sidewalk, and smashing the cutter. The doctor had a narrow escape, as he came within four inches of hitting his head on the sidewalk.

Mr. J. C. Todd, for the St. P. & M. railway, exhibits a magnificent power, showing the connections of this line from Montreal to Winnipeg. The bill shows the places, ending stones, and all the appliances for amusement all along the line.

Our local cyclists are now getting a move on preparing for a full day in the Portage on Friday, where they will have two rinks on each side with similar forces from Winnipeg and the Portage. Their next success will be with the Volunteers.

The Kinsmen, Ontario, Review has the following from Mr. E. Hunter, near Lethbridge. If every Manitoban was as true to the country as Mr. Hunter is, as growth would be much more rapid. "We had a pleasant call from Mr. Edward Haater, of Manitoba, on Saturday last. Mr. Hunter's wheat was injured by blight last season, but it was the first mishap in that way that befell him in eight years."

A business meeting of the Y. M. C. A. was held on Tuesday evening in their rooms on Rossar avenue, when a general secretary was chosen, and the association have secured the services of a gentleman who has the interests of the association so much at heart and has also so won the sympathies and confidence of the young men of the city by his exemplary life and untiring energies in their behalf, that he cannot fail to advance the influence of the association to a remarkable degree. Mr. Powers, at present the president of the association, has been appointed to the position, and will devote his time from two o'clock in the afternoon until ten in the evening. It is the intention of the young men to open a free reading room, furnished with all the leading and wholesome literature published during the hours mentioned, every day in the week, except Sunday. They expect that this step, which is the most important one taken since, perhaps, the organization, will meet with not only the sympathy but also the practical help of all those interested in the moral welfare of the young men of the city. As a free reading room will largely benefit the whole public, naturally they look to the benevolent public to share the expense, and the value of the reading room will depend a good deal on the help that received.

City and Vicinity.

It is said that A. L. Smith, book keeper for the firm of J. D. Gilles & Co., of Minnedosa, has gone to the land of the free with \$2,000 of the firm's cash.

Mr. W. P. Taylor has bought J. B. Stewart's farm just north of the city for \$10 an acre. Mr. Taylor is coming with to the front since settling here.

The C. P. R. elevator at Fort William is the most complete structure of the kind on the continent, and cost \$300,000. It has a capacity of 1,400,000.

At risk Friday night a team slipped by Capt. Wastie, cleaned out another championed by Alk. A. Kelly. And Alexander's risk was scooped by that manoeuvred by Stewart, the same evening.

Sheriff Clement took Ross, the wheat stealer, and the crazy Indians with the unpronounceable name, east on Thursday, the former for Stony Mountain and the latter for Selkirk.

Paisley, Miller & Carson have changed a Mr. Browning, of the electric light construction staff, with appropriate pair of mitts, after they refuse to give him credit for them. They did not appear to prosecute before the Bench, and the latter disengaged Browning.

"Events will prove that the Free Press, in its masthead processes, has distinguished much in excess of its power of digestion." The local Grit print has the foregoing. We have not enough dictionary on our shelves to explain it, but we take it to mean the construction of the N. P. railway, but a little expression to a sentiment.

The Minnedosa Tribune has the following, and to which we fully see the same. An instance of quick work in telegraphy occurred yesterday. A message was despatched from the office here to Brandon over the line of the G. N. W. Telegraph Co., which required a visit to the registrar's office there and a search, and in just seven minutes the reply was received here. This is an achievement of the Brandon operator should feel proud of.

Crown Timber Inspector, W. B. McMillan, is doing his duty well. He is making as few seizures as possible, though allowed a good fee for making them, but is compelling people to take out permits at the same. Last December he returned \$25 for collections from all sources, and \$400 for the first two weeks of this month. Through the representatives of himself and others, permission is given a few actually in need, to cut timber in small quantities for sale.

The Presbyterian congregation at Fairview have at length learned wisdom and enlightenment. At a meeting Tuesday evening they decided almost unanimously, on the advice of Messrs. Spence and McLeod, to give a goodly sum of \$1,500 a year, for the support of the church the next year from all sources were \$14,420, and the subscription within \$30 of that amount. The church has also to the value of \$2,275, and liabilities \$1,000 less.

A man named Charles Marsh, not with what will doubtless become a full and complete, a few miles north of Carberry, some ten days ago. He took a wagon to the north, and on returning it to the regular route. He was caught in a snowdrift, and got on again. After having a short discussion the wagon gave out and the driver, in the wagon, got out of the wagon, and the horse, which was not far from the wagon, was not far from the wagon. It is supposed he fell off of a road and wheel passed over his forehead, and the horse then was turned and driven in a field of snow. Dr. Gilbert, who had charge of the horse, can for him, but his chance of recovery are very slender. He is an Englishman but a short time out, and is but 15 years of age.

The Winnipeg Sun has the following: Northern Pacific engineers are at work a short distance west of Brandon, surveying a line of railroads leading to the Starns coal fields. General Menzies Graham was seen taking a look over this line about eight days ago, at a time when he was reported to be in St. Paul. From present indications it would seem as if the road would not be dedicated into Brandon, but rather that it would run almost straight to the coal fields, connecting that city by a branch line. Northern Pacific engineers are also looking around south of Brandon to find suitable crossings over the stream which lies in the way. The C. P. R. will have to be on the alert if they purpose getting into the district before the N. P. R. At a gentlemen connected with the road is said to have remarked in Manitow, "the C. P. R. don't want to sleep in their beds much longer."

The ladies of the Presbyterian church entertained a social gathering of Brandonites on Monday evening, which was very largely attended by the young folks, with a goodly number of matrons and aged gentlemen. The object of the gathering was to become better acquainted and make strangers and new comers to the city feel at home. A short, interesting and edifying programme of readings, solos and music by the choir was given and enjoyed, as also were tea and cake. It was to be regretted, however, that the ladies were disappointed because number of plates and cups that were sent would not supply the whole company, which necessarily caused a deviation from the regular order of tea-meetings, inasmuch as one half had to practice little self-denial and had an opportunity to cultivate patience while the other half were feasting.

SACRIFICE SALE

---OF---

FUR COATS, CAPS, ETC., ETC.,

---AT---

FRASER'S, BRANDON, Until 10th February, '89.

KANGAROO COATS. 8 ONLY.

At \$20 each, worth \$25 and \$28.

4 WALLABY. Extra Quality, at \$25, worth \$35.

5 WALLABY. Good Quality, at \$23, worth \$30 and \$32.50.

LADIES' ASTRACHAN JACKETS.

3 at \$30.00 each, our \$40.00 coats 4 at \$27.50 each, our \$37.50 coats
4 " 25.00 " " 35.00 " 3 " 21.00 " " 30.00 "

3 at \$18.00 each, our \$25.00 coats.

These goods are all guaranteed to be new choice goods and are sold at LESS THAN ACTUAL COST to avoid necessity of carrying stock over the summer.

All Our Winter Clothing at Sacrifice Prices.

50 pairs felt socks at 40 cents, worth 75 cents

50 " " " extra quality, at 60 cents, worth \$100

500 " buck mitts } at less than regular

200 " moccasins } wholesale prices.

FRASER BROS.,

Masonic Block, Brandon.

HERO OF THE RAIL.

DANGEROUS DUTIES PERFORMED BY THE LOCOMOTIVE ENGINEER.

Qualifications Essential to Success—What to Do When There is Danger Ahead. Quick Decision—The Cloud Which Hangs Over Engineer and Fireman.

The locomotive engineer is the popular "hero of the rail," and the popular estimate in this respect is substantially just. Others have to brave dangers and perform duties under trying circumstances, but the engine runner has to ride in the most dangerous part of the train, take charge of a steam boiler that may explode and blow him to atoms, and of machinery that may break and kill him and try to keep up a vigilance which only a being more than human could successfully maintain. He must be a tolerably skillful machinist—he cannot be too good—and have nerves that will remain steady under the most trying circumstances. If running a fast express through midnight darkness over a line where a similar train has been tipped off a precipice (and a brother runner killed) by train wreckers the night before, he must dash forward with the same confidence that he would feel in broad daylight on an open prairie. But he does not "heroically grasp the throttle" in the face of danger, when the throttle has been carelessly nor does he "whistle down brakes" in order to add a strident element to the reporter's tale, when by the magic of the air brake he can, with a turn of his hand, apply every brake in the train with the grip of a vise in less time than it would take him to reach the whistle pull.

When there is danger ahead there is generally just one thing to do, and that is to stop as soon as possible. An instant's delay for shutting off a steam and applying the brake. With modern trains this is all that is necessary or can be done. Reversing the engine is necessary on many engines, and formerly was on all this would, in fact, be done instinctively by old runners, in any case, but this also is done in a second. After taking these measures there is nothing for the engine man to do but look out for his own safety. In some circumstances, as in the case of a partially burned bridge which may possibly support the train, even in a weakened condition, it may be best to put on all steam. The runner is then in a dilemma, and a right decision is a matter of momentary inspiration. Many lives have been saved by quick witted runners in such cases, but there is no ground for complacency. The engineer, who, in the excitement of the moment, decides to slacken instead of quicken his speed. The rare cases of this kind are what show the value of experience, and of men of the right temperament and degree of intelligence to acquire experience lessons readily.

PROBABILITIES OF ACCIDENT.
But the terrible cloud constantly hanging over the engineer and fireman of a fast train is the chance of encountering an obstacle which cannot possibly be avoided, and which leaves them no alternative but to jump for their lives, if indeed it does not take away even that. To the fact that this cloud looms larger than it is, and that these men have steady and courageous natures, it is attributed the lightness with which it rests upon them. On one occasion, a passenger train was stopped by a broken wheel on a turntable, and the engine was thrown off a passenger train on a roller track just as the latter approached. This has happened more than once before. No amount of fidelity or forethought (except in the matter of the wheels) can prevent this kind of disaster. There is constant danger on turntables of running off the track at high speed. Engines, many switches being located at points where the runner can see them only a few seconds before he is upon them, but the chance is so small—perhaps one in ten or a hundred thousand—that the average runner forgets it, and it is only by severe self-discipline that he can hold himself up to compliance with the rule which requires him to be on the watch for every switch target as long before reaching it as he possibly can. He finds the switches all right and the road perfectly clear so regularly, day after day and month after month, that he may easily fall into the snare of thinking that they will always be so. But, like other trainmen, the engine man finds enough more agreeable thoughts to fill his mind, and he looks upon the hazard of his vocation perhaps too lightly.—R. B. Adams, Jr., in Scribner's Magazine.

Whales of the Scottish Isles.
Few people would guess the significance of "whaling" when applied to a whale, printed as it was exactly like this in the columns of a weekly contemporary. It is really "whaling," the search for cetaceans that means being given to this species of whale from the curious blubber and the mink. A stranded calf while has a very painful call for its kind, which the latter answers in a hoarse, low, muffled tone. It is really loud to the Scottish Islands, the proper name being the Orkneys, the whales being so called because they range about these islands and the gullies of a leader in the shape of an old bull. In the early spring, just before the breeding season, there is very keen competition for this office, and more than once the contending bulls have both been known to die from the effects of the encounter.

The whale is not a very large one, being only from sixteen to eighteen feet long. It has occasionally been taken in immense quantities among the shoals and channels of the Hebrides, Orkneys, Shetlands and Fair Isles. When a herd makes its appearance the natives lose no time in collecting all the boats, guns and harpoons which they can lay their hands

on. They then try all they can to get seaward of the shoal, and if they succeed endeavor, by advancing with blowing horns, splashing oars, firing guns and shouting, to drive the terrified cetaceans on shore. Once they are stranded a terrible attack is made, and hundreds have been slain in a single lattice. The scene is one of the most picturesque it is possible to witness in the north of Scotland. It is quite another affair from the occasional grounding of a Greenland whale, the eating while being of an entirely different and far more gregarious species.—London Globe.

PERSONAL GOSSIP.

Lawrence Barrett was born in Paterson, N. J., fifty years ago last April.

Emperor William has forbidden horse racing in Prussia on Sunday and holy days.

It is said that Browning wrote "Lady Geraldine's Courtship" in two consecutive hours.

Although nearly 60 years of age, Alphonse Daudet does not look it by at least ten years.

The only jubilee gift which Emperor Francis Joseph accepted was a mosaic image of the Virgin from the pope.

In spite of tempting offers Lord Tennyson refuses to write his memoirs. Who says Tennyson is not a great man?

Mr. Freude's book on Australia has given birth to a new word in the assembly house at Melbourne. It is "Froductivity."

Judge Charles J. McCurdy, of Lyme, Conn., is now the oldest living graduate of Yale. He was graduated in the class of 1817.

Mr. Gladstone bought over fifty copies of Mrs. Burnett's story, "Little Lord Fauntleroy," for presents to his juvenile friends.

Mr. Williamson, who has given \$10,000,000 to found a mechanical training school in Philadelphia, has carried the same umbrella for fifteen years.

Gladstone usually has three books in reading at the same time and changes from one to the other when his mind has reached the limit of absorption.

Count von Moltke, while making purchases for Christmas, was surrounded by a wild and enthusiastic mob of friends and admirers in Berlin and cheered until he was obliged to retreat into a cab.

George W. Williams, the negro historian, has recently returned from Europe laden with the fruits of a long search through the libraries of the Old World for matter pertaining to Toussaint l'Ouverture.

A fine marble bust of David Davis, made from a death mask, is to be presented to the state of Illinois by Messrs. Leonard Swett, Robert T. Lincoln and others. It will be placed in the capital at Springfield.

Ex-President Woolsey, of Yale, although nearly four score and ten years of age, makes a trip to the North Haven postoffice daily, never varying a minute in the time of his going and passing the city hall just as the clock strikes 9.

Lord Tennyson's life's work is practically finished. At the age of 70 he is too feeble to think of undertaking any other work than a slight revision of his noble poems. Mr. Browning, who is only three years younger, is as robust as a man of 50.

In appearance Omm Digna is a remarkably fine-looking man. He is tall and well proportioned, though somewhat inclined to be fat. He wears a long, black beard, and the vacant sleeve of his left arm is always put on neatly to his left shoulder.

One Bealinger's oneided life is said to be his mother. She was with him in 1850, during the time he was in which he was in a hospital from a wound received at Solferino, and which has never entirely healed. He spends every Sunday afternoon and evening with her, and away, always sends her a telegram.

William Henri Washington, French ambassador in England, was born in Paris, of French parents, and is just 62 years of age. He was educated at Rugby and Cambridge, England, where he was a scholar of Trinity College, and took a very high degree. He resided with the Chamberlains, and first held office in 1872. He has occupied the position of French ambassador at the Court of St. James since 1880, and is a true and patriotic citizen of his adopted country, France.

It Was a Double Hit.
"Well, good-by," said one as he finally turned away.

"Well, you must go, good-by," replied the other.

"Shame!" called the Italian who kept the stand on the corner.

A woman halted and looked back at him to reproach and indignation, and it is not unlikely that he has been overhauled by one of their husbands ere this.—Detroit Free Press.

Process of Hatching Oysters.
The business of planting oysters and having them properly cared for and marketed is not very well understood by the general public. There is a great deal of money invested in the industry along the Atlantic coast, and occasionally some of those heavily interested in a financial manner come out at the little end of the horn. The process of catching oysters and fattening them for the market is, to say the least, a very interesting one.

After the oysters are caught they are placed on an immense flat, which is divided into all four sides. There are a number of crabs in the bottom of this flat, and after the oysters have been carefully laid out on the bottom the crabs are withdrawn, making the flat to fill with water and go the bottom of the bay.

The oysters will then open, their heads will rise and they will drink to their hearts' content. After two or three days have passed over them they have become fat and are now ready for market.—New York Chronicle.

Coming Friends.
Young Man (to shoe store, to a clerk)—I say, do you know that old gentleman who just went out is the father of my girl?

Clerk—Is that so?

Young Man—Yes. I don't know him personally, but I expect to meet him soon.

Clerk—Yes, you probably will. He just purchased a pair of cowhide boots.

—New York Sun.

Fancy stationery of any kind is held to be "bad form" and "indecent," but there will always be curl paper girls to doubt this.

CITY COUNCIL.

The City Fathers Decide to Retain Officials in Present Positions.

Council met Monday evening, Jan. 21st. Present: Mayor Fraser, in the chair. Aldermen Kelly, Pilling, Brown, Flummerfelt, Caldwell and T. E. Kelly. Minutes of previous meeting read and confirmed.

REPORTS OF COMMITTEES.
License and Police—Recommended the payment of the following accounts:

J. H. Fleming, \$62.55; P. C. Duncan, ticket for indigent to Winnipeg, \$4.50; Wilson & Smith, \$15; do, balance re Locke \$10; Dickenson & Murray, \$5.50.

Caldwell and Flummerfelt—That the report above be adopted.—Carried.

Board of Works—That the following be paid:

Wilson & Co., \$4.45; F. P. Campbell, \$2; Maywood Bros., account laid over for certificate; Mr. Burns, \$50.—Carried.

Fire, Water & Light—Following accounts ordered paid:

Maywood Bros., coal, \$43.67; R. McLeod, \$22; Wilson & Co., \$2.60; Dominion Express Co., \$2.50; F. C. Paterson, telephone, \$10.—Carried.

Finance and Assessment—Recommended payment of Vital Statistics account of \$22.75.—Carried.

Caldwell and Flummerfelt—That the Court of Revision be held June 11th, at 3 o'clock in the afternoon.—Carried.

Caldwell and Flummerfelt—That his worship, the mayor, and Aldermen A. Kelly, Halpin and Pilling comprise Court of Revision for 1888.—Carried.

Ald. A. Kelly gave notice of motion re city officials.

Caldwell and Pilling—That council adjourn 15 minutes for meeting of committee on salaries.—Carried and council adjourn.

Council returned at 9.35 and committee reported as follows:

That they desired time for further consideration, and recommended that the present incumbents be retained until further notice.

Also recommended that all fees collected by officials in connection with their offices be the property of the city, and be paid to the treasurer from time to time.—Carried.

By-law No. 226 appointing J. S. Brayfield and Richard Davidson auditors for the ensuing year, at a salary of \$50 each, received a first, second and third reading and the mayor's signature.

The Mayor brought forward question of scavenging.

Ald. Russell discussed matters pertaining to site for new cemetery.

Ald. Pilling suggested compulsory system re scavenging.

The Mayor called for further business, but no one responding, a motion for adjournment was put and carried.

The Inevitable Baseball Club are going to hold a concert in the Aikenside school house on Feb. 8th, at 7 o'clock; all are invited. Tickets, 25 cents. The committee have secured the services of Albert Carter, of Osprey, as organist.

J. E. Smith, of the Beresford stock farm, has purchased in all 30 Shorthorns from the Messrs. J. and W. B. Watt, and from the figure obtained for "Perfection," it gives some idea of the quality of stock kept by the firm. As an illustration that good stock will sell at any time for remunerative prices, we copy the following from the *Brasserie Post*, of Jan. 14th, 1889: "More good stock—David Smith, has purchased for \$500, from J. and W. B. Watt, of Salem, the grand, young Shorthorn bull, 'Perfection'—price. He is 26 months old, and although only in fair condition weighs 1,735 pounds. He was bred by Messrs. Watt's famous stock bull, 'Barnington Hero,' who, when in his younger days, at the provincial and other leading exhibitions, took seventeen 1st prizes, eight diplomas and three medals, and has stood at the head of herds, at these fairs that have taken here prizes no less than ten times. 'Perfection' is dam is imported 'Lovely' 17th, who with 'Mimulus' (imp) and 'Royal Barnington' (imp), the dam and sire of 'Barnington Hero' were all bred by Mr. Crookshank, of Snyton, Aberdeen, Scotland, so it will be seen that 'Perfection' is of pure Crookshank breeding. 'Perfection' has never been beaten in a show ring, he having taken 1st prize at the following exhibitions: Toronto, Ottawa, Kingston and Hamilton, also sweepstakes at Hamilton when a yearling. 'Perfection' is a brother of J. E. Smith's 'Sunrise,' and is also related to a great many of the Shorthorns of the Beresford herd.

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Love's dreamland waltz.

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From the old store south of the Central Hotel, to the premises lately occupied by Smith & Burton.

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Between
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They have now full stock of the
Best Brands!

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LOWEST PRICES.

NEW BAKERY.

MR. S. SMOOT HAS ESTABLISHED
a new bakery in his premises near Rosser's, on PACIFIC AVENUE, and is now making bread, cakes, pies, etc., in the highest style of the art. He guarantees satisfaction, and solicits a share of public trade.

S. SMOOT,
Pacific Ave.

STRAY CALF.
Came into the premises of the undersigned first week November, a spotted calf with red ears. Owner will please pay expenses and take home. THOS. PHILLIPS, 24-25, Brandon.

THE ELEGANT SILVERWARE PRIZE

Given by us to purchasers of Tea, having had our sales on that commodity.

We have always been noted for
GOOD VALUES IN TEA
and that we should feel flattered is no wonder.

To ticket holders we would say that the
Drawing Takes Place
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